

MONEY COST OF WAR TOLD IN BILLIONS

Careful Compilation Shows Expenditures for Armies Now Reaches Forty-Five Millions Daily.

ECONOMIC LOSS NOT YET ADDED

(Responsibility of the Associated Press.) THE HAGUE, Jan. 22.—An exhaustive study of the cost of the European war has just appeared in the Berlin Vorwarts, a socialist newspaper.

The military expenditures of the British empire are given as about \$4,250,000,000 up to January 1. The cost of the war to France up to December 31, 1914, is \$1,250,000,000, or, difference in time considered, more than twice the amount spent by Great Britain.

Thinking the Russian expenditures to November 15 as a basis, it is shown that the Russian campaign has so far cost \$5,000,000,000 per day, or \$1,200,000,000 up to January 1. The expenditures of the Belgian, Serbian and Japanese governments are given as about \$1,000,000,000 per day, or, roughly, \$200,000,000 up to January 1.

The figures also show that it costs the allies \$2.50 per day to keep a man in the field.

Some Aggregate Estimates.

The following is given by the Vorwarts as a table of expenditures made by the governments of the triple entente and their allies:

Table with 3 columns: Country, War Cost, Total to Date. Rows include Great Britain, France, Belgium, Serbia, Japan, and their allies.

No detailed amounts are given in relation to the cost of the war to Germany and Austria-Hungary. The statement is made, however, that the cost for the two is \$1,000,000,000 per day, or \$2,000,000,000 up to January 1.

Adding expenditures of all the nations at war, the daily total is about \$15,000,000,000, and the total up to January 1, \$4,500,000,000,000.

Deductions for France.

It is pointed out by the Vorwarts that from the French total expenditures so far made must be taken the following losses: To Belgium, \$50,000,000; to Serbia, \$10,000,000; to Greece, \$5,000,000; and to Montenegro, \$100,000, or a total of \$65,100,000, which would make the amount spent by the French government in military operations \$1,434,900,000 by the close of 1914.

For a year the European war would on this basis cost the tremendous sum of \$15,074,900,000. Making an allowance for the cost of mobilization, but keeping in mind that the sending of new troops into the field is in effect a lesser phase of mobilization, it will still be found that at the end of a year the powers at war would have spent at least \$15,000,000,000.

Other Costs Not Concluded.

In this sum are not included the economic losses of the countries, nor the damage done to property in the various military theaters. The loss to Belgium from the destruction of property is estimated at \$13,000,000, while the damage sustained by East Prussia is said to be roughly \$3,000,000. No reliable estimates on the property losses in Poland, Galicia, Slavonia, Serbia, Bosnia, Alsace and East-Prussia have so far been obtainable, but the impression prevails that together this would be no less than \$1,000,000,000.

To the cost of the European war must also be added the mobilization expenditures of Holland, Denmark, Sweden, Norway, Switzerland, Italy, Greece, the Balkans, Rumania and Bulgaria; the cost of the Turkish operations; the losses in naval craft, deterioration of war materials, and the economic losses due to a general disturbance of the world's commercial relations.

Dr. Stimson Will Speak at the First Methodist Today

Dr. C. F. Stimson, recreation expert, will speak at First Methodist church, this morning on the subject of "The Education of Public Recreation Systems in Home, School, Church, Business and Municipal Health." He will give an exposition of the reasons why the nation-wide movement for establishing constructive and preventive welfare and recreation boards and systems has the backing of the leading authorities in sports, in jurisprudence, scientific charity, education, commerce and industry, and religion.

Dr. Stimson, field secretary of the Playground and Recreation association of America, under a strong local committee and a invitation also of the City Commissioners and the Board of Education, is engaged as consulting expert in promoting the legislation and organization required to place Omaha on a level with cities of its class in handling these problems.

He is at present covering these interests in the cities of St. Paul, Minn., Syracuse, N. Y.; Newark, N. J.; Green Bay, Wis., and assisting in Minneapolis, Minn.; Dayton, Ohio, and Scranton, Pa. He plans to follow up the Omaha situation as adviser and consultant until the system is well established and sustained by adequate funds and intelligent public sentiment, following the wishes and purposes of the local citizens interested to carry through the projects involved in an adequate system for Omaha.

BEYSON TO GO WITH BAND TO KNOCK ANNEXATION. The Non-partisan Progressive club of Benson held an open mass meeting Friday night at Fremont's hall for the purpose of discussing the Howell annexation bill. Notwithstanding the cold weather, the hall was packed to its capacity. The principal speakers were Attorney Henry Murphy and Mayor Hector of South Omaha and James Walsh of Benson. Resolutions of protest against annexation were passed almost unanimously.

A committee of six was appointed to form a delegation of Benson citizens to join the South Omaha and Lincoln delegations which are to go to Lincoln, with band and banners, and march to the state capitol next Thursday to protest against forcible annexation. There were a large number of volunteers. The hat was passed and a fund raised to purchase banners, etc.

The meeting adjourned to next Tuesday evening at the city hall, Benson, when arrangements will be completed.

A Cold is Dangerous.

Break it Now. Halls Fine-Tar-Honey is fine for coughs and colds. Breaks the mucus, loosens the mucus. Only \$2. All drug stores. Advertisement.

The Exploits of Elaine

(Continued from Page Eight.)

It had been about the middle of the morning that an express wagon had pulled up sharply before our apartment. "Mr. Kennedy lives here," asked one of the expressmen, descending with his helper and approaching our janitor, Jens Jensen, a typical Swede, who was coming up out of the basement.

Jens growled a surly, "Yes—but Mr. Kennedy, he bane out."

"Too bad—we've got this large cabinet he ordered from Grand Rapids. We can't cart it around all day. Can't you let us in so we can leave it?"

Jensen muttered, "Wall—I guess it bane all right."

They took the cabinet off the wagon and carried it upstairs, Jensen opened our door, still grumbling, and they placed the heavy cabinet in the living room.

"Sign here."

"You fallers bane a nuisance," protested Jens, signing nevertheless. As he held the pen, he looked at the picture on Elaine's picture. A moment he looked at it, then quickly at the fireplace opposite.

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Wagon. Then they drove off with it, accompanied by a private volley from Jensen.

In an unfrequented street, perhaps half a mile away, the wagon stopped. With a keen glance around, the driver and his helper made sure that no one was about.

"Bitch a shaking up as you've given me!" growled a voice as the cabinet door opened. "But I've got him this time!"

It was the Clutching Hand. "There, men, you man leave me here," he ordered.

He motioned to them to drive off and, as they did so, pulled off his mask and dived into a narrow street leading up to a thoroughfare.

Craig gazed into our living room cautiously.

"I can't see anything wrong," he said to me as I stood just behind him. "Miss Dodge," he added, "will you and the rest excuse me if I ask you to wait just a moment longer?"

"I guess it's all right," he said. "Perhaps it was only Jensen, the janitor."

Elaine, Mrs. Josephine and Susie Martin entered. Craig placed chairs for them, but still I could see that he was uneasy.

From time to time, while they were admiring one of our treasures after another, he glanced about suspiciously. Finally he moved over to a closet and flung the door open, ready for anything. No one was in the closet and he closed it hastily.

"What is the trouble, do you think?" asked Elaine wonderingly, noticing his manner.

"I can't just say," answered Craig, trying to appear easy.

She had risen and with keen interest was looking at the books, the pictures, the queer collection of weapons and odds and ends from the underworld that Craig had amassed in his adventures.

At last her eye wandered across the room. She caught sight of her own picture, occupying a place of honor, but hanging askew.

"Isn't that just like a man!" she exclaimed. "Such housekeepers as you are—such carelessness!"

She had taken a step or two across the room to straighten the picture.

"Miss Dodge!" almost shouted Kennedy, his face fairly blanched. "Stop!"

She turned her stunning eyes filled with amazement at his suddenness. Nevertheless she moved quickly to one side, as he waved his arms, unable to speak, quickly enough.

Kennedy stood quite still, gazing at the picture, askew, with suspicion.

"That wasn't that way when we left, was it, Walter?" he asked.

"It certainly was not," I answered positively. "There was more time spent in getting that picture just right than I ever saw you spend on all the rest of the room."

Craig frowned.

"As for myself I did not know what to make of it."

"I'm afraid I shall have to ask you to step into this back room," said Craig at length to the ladies. "I'm sorry—but we can't be too careful with this intruder, whoever he was."

They rose, surprised, but as he continued to urge them, they moved into my room.

Elaine, however, stopped at the door.

For a moment Kennedy appeared to be considering. Then his eye fell on a fishing rod that stood in a corner. He took it and moved toward the picture.

On his hands and knees, to one side, down as close as he could get to the floor, with the rod extended at arm's length, he motioned to me to do the same, behind him.

Elaine, unable to repress her interest, took a half step forward, breathless, from the doorway, while Susie Martin and Mrs. Josephine stood close behind her.

Carefully Kennedy reached out with the pole and straightened the picture. As he did so there was a flash, a loud, deafening report, and a great puff of smoke from the fireplace.

The fire screen was riddled and overturned. A charge of buckshot shattered the precious photograph of Elaine.

We had dropped flat on the floor at the report. I looked about. Kennedy was unharmed and so were the rest.

With a bound he was at the fireplace, followed by Elaine and the rest of us.

There, in what remained of a package done up roughly in newspaper, was a shotgun with its barrel sawed off about six inches from the lock, fastened to a block of wood and connected to a series of springs on the trigger, released by a little electromagnetic arrangement actuated by two batteries and leading by wires up along the moulding to the picture where the slightest touch would complete the circuit.

The newspapers which were wrapped about the deadly thing were burning, and Kennedy quickly tore them off, throwing them into the fireplace.

A startled cry from Elaine caused us to turn.

She was standing directly before her shattered picture where it hung awry on the wall. The heavy charge of buckshot had knocked away large pieces of paper and plaster under it.

"Craig!" she gasped.

He was at her side in a second.

She laid one hand on his arm as she faced him. With the other she traced an imaginary line in the air from the level of the buckshot to his head and then straight to the infernal thing that had lain in the fireplace.

"And to think," she shuddered, "that it was through me that he tried to kill you!"

"Never mind," laughed Craig easily, as he gazed into each other's eyes, drawn together by their mutual peril. "Clutching Hand will have to be cleverer than this to get either of us—Elaine!"

(To Be Continued Next Sunday.)

If Kidneys and Bladder Bother

Take a glass of Salts to flush out your Kidneys and neutralize irritating acids.

Kidney and Bladder weakness result from uric acid, says a noted authority. The kidneys filter this acid from the blood and pass it to the bladder, where it often remains to irritate and inflame, causing a burning, scalding sensation, or setting up an irritation at the neck of the bladder, obliging you to seek relief two or three times during the night. The sufferer is in constant dread; the water passes sometimes with a scalding sensation and is very profuse; again, there is difficulty in voiding it.

Bladder weakness, most folks call it, because they can't control urination. While it is extremely annoying and sometimes very painful, this is really one of the most simple ailments to overcome. Get about four ounces of Jad Salts from your pharmacist and take a tablespoonful in a glass of water before breakfast, continue this for two or three days. This will neutralize the acids in the urine so no longer is a source of irritation to the bladder and urinary organs which then act normally again.

Jad Salts is inexpensive, harmless, and is made from the acid of grapes and lemon juice, combined with lithia, and is used by thousands of folks who are subject to urinary disorders, caused by uric acid irritation. Jad Salts is splendid for kidney troubles and causes no bad effects whatever. Here you have a pleasant, effervescent lithia-water drink, which quickly relieves bladder trouble.—Advertisement.

MORPHINE, Whiskey and TOBACCO. HARMFUL TO THE SYSTEM. CEDARCROFT SANITARIUM. 212 N. 10th St., Omaha, Neb.

RAILROADS IN NEBRASKA LOSING THOUSANDS

PAY MILLIONS TO PEOPLE IN WAGES TAXES AND FOR SUPPLIES EVERY YEAR

It is a strange fact, but nevertheless true, that in times past the people of the average state have not regarded their railroads as an "industry"—and yet, next to agriculture, there is not a single central business in which the railroads do not pay out more money for labor and supplies than does any other single enterprise, however large. We brag about our fertile farm lands and rejoice that our cities are filled with big factories with big pay rolls which create a market for farm products—but we forget that more workingmen's families depend upon the railroads for a living than upon any other one industry in either the average state or the nation and that their welfare is therefore closely linked to that of the farmer and the merchant—not merely because they furnish him freight and passenger service, but because the milliners they disburse in one way and another contribute tremendously to the prosperity of the state in which we live.

Thus, for example, the railroads are the largest taxpayers in the state of Nebraska, their taxes for the calendar year of 1913 having amounted to over \$2,500,000—and this tidy sum contributed its full share toward the support of every public school, public highway and other revenue expense of the state.

In round figures, the railroads of Nebraska are valued at approximately \$75,000,000—money which, in years gone by, was invested in those great arteries of commerce by thousands of men and women who live all over the United States and whose hope and without whose financial aid the wonderful progress of our great commonwealth would have been impossible.

During the last year the railroads of Nebraska employed 20,500 men and women in this state, and paid to them over \$30,000,000 in salaries—and these millions did their full share to create a profitable market for Nebraska farm products and to uphold the volume of business of Nebraska grocers, clothiers, dry goods men and others who depend upon public patronage.

In other words, when the people of Nebraska look at their railroads in the light of an industry—when they look at the great job which they do for them—they will find that not only do the railroads return to them in one way and another practically every dollar they collect within the state for freight and passenger service, but that a number of lines are actually doing this business at a loss, while with others the margin of profit is so small that it doesn't begin to pay a fair return upon the capital invested.

In this connection, we wish to digress for a moment to quote some statistics which should have had a place in a former article. It costs an average of 7 mills per mile to haul a ton of freight in the United States, whereas in England it costs 2.5 cents, in Germany 1.4 cents and in France 1.4 cents. In the United States the average wages paid to railroad employees are \$2.25 per day, in England \$1.15 and in Germany and France not over \$1 per day. The English railroads are capitalized at \$205,000,000 per mile, in France at \$137,000,000 per mile, in Germany at \$114,185,000 per mile. If under these circumstances the capitalization averages only \$60,000 per mile. In view of the remarkable comparison, do American railroads deserve the wholesale denunciation which has been heaped upon them?

Losses Under Present Rates. As evidence of the Justice of the plea of the Nebraska lines that 3-cent passenger rates should be restored, during the fiscal year ending June 30, 1913, the Missouri Pacific lost \$18,500 in the total volume of its Nebraska business—both state and interstate included. The Missouri Pacific has 31 miles of railroad in the state, and the above deficit means that it sustained an actual operating loss of \$196 per mile upon properties valued by the engineer of the State Railway commission at \$2,633.99 per mile. During this time it paid \$1,307,380.54 in salaries to its Nebraska employees and had \$105,000 in taxes out of pocket.

During the calendar year ending December 31, 1913, the St. Joseph & Grand Island railway sustained an actual operating loss of \$56,494, or a deficit of \$708 per mile on properties valued by the engineer of the State Railway commission at \$2,524.46 per mile.

During the same period, the Rock Island, which has 246 miles of road within the state, showed net earnings of only \$194 per miles upon properties valued by the State Railway commission at \$4,643.92 per mile. During the year 1914, the Rock Island earned only a little more than \$6,000 on all its Nebraska business, while in the meantime it paid out more than \$1,000,000 in salaries, taxes, for fuel, and other supplies and material.

The Northwestern, which is one of the stronger lines of the state, has 1,065 miles of road in Nebraska, upon which during the calendar year ending December 31, 1913, it earned \$1,199 per mile. The physical valuation placed upon the Northwestern is \$5,436,350 per mile, which means that on this basis it earned only a little better than 3 per cent on its investment.

In a greater or less degree the same conditions prevail with reference to several other lines. Since the above figures were compiled—and they are taken from the report of the Nebraska Railway commission and therefore should be entitled to the highest public confidence as to their intrinsically correct, known as Order No. 16, has gone into effect, and this means, therefore, that from this time forward the showing of the various roads will be much lower than the figures cited above, which were based upon railroad incomes before the 30 per cent freight reduction went into effect. While both freight and passenger rates have been inadequate for a number of years in Nebraska and adjoining states—yet in the passenger department they are nothing short of con-

fiscatory, and hence the plea of the railroads that the 3-cent passenger rates be restored. In view of the facts and figures quoted above, is there a single fair-minded citizen in the state of Nebraska who will contend that the railroads are not entitled to help? Is not the present situation an impossible one and does it not mean inevitable wreck and ruin to several thousand miles of railroad which are intensely essential to the well being of hundreds of towns and farming communities throughout the state?

Losses Growing Continually.

From these figures, which are open to absolute proof, it can be seen that the Nebraska lines are not only sustaining a loss amounting to thousands of dollars annually on their traffic, but that with an ever increasing cost of operation these losses are constantly growing heavier—and if the service to the public is to remain efficient and adequate, and if the railroad investments of the state are not to be driven to the point of confiscation, the people of Nebraska must, through their rate-making authorities, consent to a return to the 3-cent passenger fare, which was abolished without a due regard for increasing labor and supply cost, or an adequate return upon the millions invested in Nebraska railroad properties. What industry is there in the nation which could have tolerated a reduction of one-third in its income on a large volume of its business during the last few years without coming to grief?

Four years ago, as governor of New York, Justice Brandeis of the United States supreme court vetoed a 3-cent passenger fare enacted by the legislature on the ground that it was an arbitrary procedure which did not take into consideration a fair return upon the railroad properties of that state—and few men stand higher in the esteem of the American people than Justice Brandeis, who has been so progressive in his view of the rights of the individual as to break up illegal and unfair practices on the part of large corporations.

So, too, the supreme court of Pennsylvania held that a 5-cent passenger fare was unconstitutional in that state because it was essentially confiscatory. This high court took the position that capital invested in railroads, as well as in other forms of private property, is entitled to earn 6 per cent on a fair capitalization and that the arbitrary enactment of a 3-cent fare rendered such a return upon the lines of the Pennsylvania impossible. It also took the position that railroads are not only entitled to a fair return upon both freight and passenger business, but that it is their duty to do so in order that one class of patrons may not be compelled to pay an inequitable rate to make up the losses sustained in another department.

If the arbitrary enactment of a 3-cent passenger fare is to be restored, the railroads of New York and Pennsylvania—and where there are large centers of population and where the nation's greatest density of freight tonnage naturally exists, how much more unfair is such a rate in a purely agricultural state like Nebraska, which has a total population of only a million and a quarter with no large manufacturing centers?

The reader is familiar with the recent 5 per cent increase in freight rates granted by the Interstate Commerce commission to eastern lines—and again, as the commission wisely says, if the precarious financial conditions created by the European war render it necessary to raise rates, how much more are the western waterways lines, which are compelled to exist almost altogether upon an agricultural patronage, entitled to some substantial relief? The population per square mile in Massachusetts is 481, in New York 204, in Pennsylvania 181, in Ohio 122, while in Nebraska it is only 10. If under these circumstances the eastern lines are to raise rates, can there be any doubt about the justice of the plea made by the western roads?

Facing Grave Problems.

Unquestionably we are facing some of the gravest problems that ever confronted a state as a nation—and these problems grow largely out of the fact that there is without a precedent in history, there is a rapidly increasing cost of operation on the one hand and reduced rates on the other, it was merely a matter of time until the railroad question was bound to become pressing, but the great tragedy across the seas has suddenly resolved into an acute problem the question which might otherwise have been solved gradually and without any far-reaching industrial disturbance.

The United States is a heavy debtor nation. During the average year our balance of trade against the rest of the world amounts to approximately \$600,000,000, but on top of this we always owe approximately another \$500,000,000, which heretofore we have been able to stand off by selling Europe industrial securities to that amount. Now, however, the great warring countries have served notice that they not only expect us to pay our debts above our trade balances in gold, but that in addition they look to us to buy back their war bonds and industrial securities from the thousands of American securities who are now held abroad. It was to deliver this grim message that Sir George Paish, of the English exchequer, paid his recent visit to the United States, and when he got through making his statement to a group of big New York bankers, an old veteran financier, who had survived many a financial storm, remarked to his profoundly silent auditors, "The sheriff, with a writ, is on the doorstep."

That a great nation-wide crop next year will give us the largest trade balance we have ever known is undoubtedly true—and yet, with having to finance all our monetary needs at home from this time on and buying back millions of foreign owned securities, the future at best is precarious. However, the heaviest strain of all will come when the war ceases and when Europe begins to rebuild the hundreds of millions of dollars' worth of property which has been destroyed—for this period is certain to force the higher interest rates the world has ever known, and if at that time American railroad securities are not earning a fair return upon the investment, nothing can prevent them going into the financial scrap heap—and it is to prepare for this emergency—to keep railroad securities from becoming a point of national weakness, which will bring the whole temple of American investments tumbling down around our heads—to protect the hundreds of banks, life and fire insurance companies, etc., whose assets are largely invested in railroad bonds, as well as the railroads themselves—this is the fear which is gripping hundreds of financiers, and students of economic conditions in the present hour—many of whom heretofore have never seriously considered themselves over the troubles of American railroads. In the present instance, therefore, the railroad crisis is of tremendous importance because in it is involved the safety of the whole superstructure of American business. That we cannot shove it aside by a broadside of demagogic platitudes or minimize it by employing the strategy of an ostrich is apparent to all thinking citizens who are seriously concerned in their own and the country's future welfare.

Up to People of Nebraska.

In few other states have the railroads had a larger share in progress and development than in Nebraska, whose broad prairies they helped to convert from the habits of roving bands of Indians and savage Indians and from that hour to this they have contributed their full share to a story of thrift and enterprise which swells with pride the breast of every true Nebraskan.

The last federal census report shows that from 1900 to 1910 the general value of American farm lands increased 126 per cent—and in view of these facts, had the men and women who put hundreds of millions of dollars into Nebraska railroad securities years ago invested their money in Nebraska farm lands, would not the investment have proven infinitely more profitable for them? And have not the railroads added a tremendous part in these advancing land values in the past, and will they not also have much to do with the value which will be added from this time forward? Have